

**From:** [John Garnham](#)  
**To:** [Ana Maria Maxey](#)  
**Subject:** FW: BART - ASU Training at BART Haywood  
**Date:** Thursday, August 22, 2019 7:09:36 AM

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**From:** Frank Kiraly <fkiraly@bart.gov>  
**Sent:** Wednesday, May 15, 2019 12:42 PM  
**To:** Pierre Alexandre Beaumont <pierre\_alexandre.beaumont@rail.bombardier.com>; Gabriel Forget <gabriel.forget@rail.bombardier.com>; LaGuardia Jim\_Home <jlaguar@caltel.com>; Benjamin Holland <bhollan@bart.gov>; Stephen Stallings <sstalli@bart.gov>; Charles Franz <CFranz@BART.gov>  
**Cc:** Henry Kolesar <hkolesa@bart.gov>; John Garnham <JGarnha@bart.gov>; Denis Ricard <denis.ricard@rail.bombardier.com>  
**Subject:** RE: BART - ASU Training at BART Haywood

Pierre

We are agreeable to the actions.

I am arranging that car in the OHY shop (on stands or pit) to be available and TVM.

Frank

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**From:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>  
**Sent:** Friday, May 10, 2019 11:29 AM  
**To:** Frank Kiraly <[fkiraly@bart.gov](mailto:fkiraly@bart.gov)>; Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; LaGuardia Jim\_Home <[jlaguar@caltel.com](mailto:jlaguar@caltel.com)>; Benjamin Holland <[bhollan@bart.gov](mailto:bhollan@bart.gov)>  
**Cc:** Henry Kolesar <[hkolesa@bart.gov](mailto:hkolesa@bart.gov)>; John Garnham <[JGarnha@bart.gov](mailto:JGarnha@bart.gov)>; Denis Ricard <[denis.ricard@rail.bombardier.com](mailto:denis.ricard@rail.bombardier.com)>  
**Subject:** FW: BART - ASU Training at BART Haywood

Hi Guys,

Following last week discussion on how we can maintain the ASU in service longer while we wait for the change of design, MATTEI suggested the following below.

Let me know what you think and if vehicles could be made available.

Thanks

PA

Pierre Alexandre  
x6296

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**From:** Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>  
**Sent:** 10 mai 2019 14:21  
**To:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>  
**Cc:** Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>; Doug

Franz <[df Franz@matteicomp.com](mailto:df Franz@matteicomp.com)>; Curtis Crawford <[curtis.crawford@rail.bombardier.com](mailto:curtis.crawford@rail.bombardier.com)>; Jonathan Gallant <[jonathan.gallant@rail.bombardier.com](mailto:jonathan.gallant@rail.bombardier.com)>; Graham Leach <[Graham.Leach@mattei.co.uk](mailto:Graham.Leach@mattei.co.uk)>

**Subject:** BART - ASU Training at BART Haywood

Pierre:

We propose May 21 and May 22 for our Lead Transit Tech Clint Thomas to go to BART to do service training and short-term trouble shooting training. As discussed, the objective is to catch oil carry over and any other issues that may occur early, and to conduct preventative inspections. The training should only take one day, but we are planning on two. If there is extra time Clint will be available to work with your BT techs. Clint has been to the Haywood facility so that would be the best location for him to work. We do need a commitment that BART will provide the manpower, tools and a car in their maintenance facility where the training will take place.

As soon as you confirm these dates, we will arrange travel for Clint.

Thanks,

Jay

**Jay R Hedges**

President

**Mattei Compressors, Inc.**

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**From:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>

**Sent:** Wednesday, May 8, 2019 10:29 PM

**To:** Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>

**Cc:** Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>; Doug Franz <[df Franz@matteicomp.com](mailto:df Franz@matteicomp.com)>; Curtis Crawford <[curtis.crawford@rail.bombardier.com](mailto:curtis.crawford@rail.bombardier.com)>; Jonathan Gallant <[jonathan.gallant@rail.bombardier.com](mailto:jonathan.gallant@rail.bombardier.com)>; Graham Leach <[Graham.Leach@mattei.co.uk](mailto:Graham.Leach@mattei.co.uk)>

**Subject:** RE: BART - ASU needed in San Francisco

Hi Jay,

We have good suggestions below. I will share the plan with BART tomorrow during our weekly call.

However, I am not sure I share your "bad maintenance" concerns, as some cars have less than 3 months of service and are found with an ASU out of oil. That's before than the first preventive maintenance of 900h. On the 70 cars transferred to BART today, I would say that at least 50 of them have less than a year in service.

While we wait for BART feedback, what dates are currently forecasted for Clint's travel?

Thanks

PA

Pierre Alexandre  
x6296

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**From:** Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>

**Sent:** 6 mai 2019 18:09

**To:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>

**Cc:** Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>; Doug Franz <[dfranz@matteicomp.com](mailto:dfranz@matteicomp.com)>; Curtis Crawford <[curtis.crawford@rail.bombardier.com](mailto:curtis.crawford@rail.bombardier.com)>; Jonathan Gallant <[jonathan.gallant@rail.bombardier.com](mailto:jonathan.gallant@rail.bombardier.com)>; Graham Leach <[Graham.Leach@mattei.co.uk](mailto:Graham.Leach@mattei.co.uk)>

**Subject:** RE: BART - ASU needed in San Francisco

Pierre:

As Tony explained during the morning session at the partnering meeting, the big pressure drop caused by the current dryers causes oil carryover; first causing the separator elements to become saturated, then oil accumulates in the airside of the cooler, and finally the desiccant in the canisters becomes saturated with oil.

As a quick temporary solution until the new GW dryers arrive, we propose to:

1. Change the separator element
2. Change the dryer desiccant cannisters
3. Blow any accumulated oil from the air side of the cooler
4. We will prepare a checklist to be done on each ASU at the same time
  - a. Check the inlet valve and DV valve pressure settings
  - b. Check the oil level
  - c. Check the cooler for debris
  - d. ???
5. This service should only take about 30 minutes if done in the maintenance shop on a lift or in a pit.

This will only be effective, however, if the BART techs are properly trained to do the basic maintenance checks and routine checks and service. The units we are receiving back have numerous incorrect adjustments and other problems making it clear that the techs are not following the proper procedures. This is being documented in our inspection reports. We have not made an issue of it because the service would not be necessary for 12 months if the dryer was operating like the new GW dryer.

Our lead technician Clint Thomas did similar training at the Haywood facility last August. Based on the condition of the units being returned, the BART techs are not following those procedures. Frankly, if the techs are not trained properly changing the separator elements and desiccant cannisters won't help much. Clint will be in the Bay Area before the end of this month providing additional training to West Coast Compressor. If we can coordinate with BART hands on training on a car, Clint will train as many techs as necessary. The training would be less than 2 hours. The issue may be which or all of the maintenance facilities will be doing this work. If each of the 65 cars in service now, have this service **before they fail**, this should buy us the time we need until the new dryers arrive. We know BART has several hundred desiccant cannisters in stock, but we may need to ship them additional separator elements. We will check BART's stock on both once a decision to proceed is agreed but we have plenty here.

Let me know if this solution meets with your approval, and where the training will be done so we can develop a timetable and detailed instructions for Clint's training.

Thanks,

Jay

## Jay R Hedges

President

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**From:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>

**Sent:** Monday, May 6, 2019 3:53 PM

**To:** Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>

**Cc:** Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>; Doug Franz <[dfranz@matteicomp.com](mailto:dfranz@matteicomp.com)>; Curtis Crawford <[curtis.crawford@rail.bombardier.com](mailto:curtis.crawford@rail.bombardier.com)>; Jonathan Gallant <[jonathan.gallant@rail.bombardier.com](mailto:jonathan.gallant@rail.bombardier.com)>; Graham Leach <[Graham.Leach@mattei.co.uk](mailto:Graham.Leach@mattei.co.uk)>

**Subject:** RE: BART - ASU needed in San Francisco

Thanks Jay,

Looking forward to hear from Mattei on that

Pierre Alexandre  
x6296

---

**From:** Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>

**Sent:** 4 mai 2019 09:57

**To:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>

**Cc:** Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>; Doug Franz <[dfranz@matteicomp.com](mailto:dfranz@matteicomp.com)>; Curtis Crawford <[curtis.crawford@rail.bombardier.com](mailto:curtis.crawford@rail.bombardier.com)>; Jonathan Gallant <[jonathan.gallant@rail.bombardier.com](mailto:jonathan.gallant@rail.bombardier.com)>; Graham Leach <[Graham.Leach@mattei.co.uk](mailto:Graham.Leach@mattei.co.uk)>

**Subject:** Re: BART - ASU needed in San Francisco

Pierre:

We share your concerns about the escalating number of failures. We will meet on Monday to discuss short term options to improve performance until we are able to implement the new dryers. We will also discuss how to protect the leveling valves.

We will reply Monday afternoon.

Jay

Jay R Hedges  
President  
Mattei Compressors Inc  
410-521-7020 office  
443-986-2687 cell  
[www.matteicomp.com](http://www.matteicomp.com)

----- Original message -----

From: Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>  
Date: 5/3/19 3:38 PM (GMT-05:00)  
To: Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>  
Cc: Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>, 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>, Doug Franz <[df Franz@matteicomp.com](mailto:df Franz@matteicomp.com)>, Curtis Crawford <[curtis.crawford@rail.bombardier.com](mailto:curtis.crawford@rail.bombardier.com)>, Jonathan Gallant <[jonathan.gallant@rail.bombardier.com](mailto:jonathan.gallant@rail.bombardier.com)>  
Subject: RE: BART - ASU needed in San Francisco

Hi Jay,

Thanks again for helping us retuning these units quickly last week. We had a concern raised from BART this week and I would like to get MATTEI opinion on how we can address this.

The current rate of failure of the ASU is high and the design change is not coming before a few months. What can be done with the current ASUs installed on the cars so BART can have them more reliable while we wait to swap them with the new design ? Could we perform additional inspection of different valve setting ? Additional maintenance ? Any suggestion is welcomed as putting cars out of service never a good thing.

Also, has discussed, we had multiple levelling valve that were clogged with oil, most probably carried over from the ASU. We would like to get a proposal from MATTEI on how to clean the airlines

Thanks

Pierre

Pierre Alexandre  
x6296

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**From:** Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>  
**Sent:** 25 avril 2019 17:08  
**To:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>  
**Cc:** Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>; 'Tony Murgia' <[amurgia@matteicomp.com](mailto:amurgia@matteicomp.com)>; Doug Franz <[df Franz@matteicomp.com](mailto:df Franz@matteicomp.com)>  
**Subject:** Re: BART - ASU needed in San Francisco

Pierre:

We have 3 ASUs here that are ready to ship waiting for Davide and/or Curtis to approve the root cause analysis paperwork. We have 3 more here that are being evaluated tomorrow and should be ready to ship Tuesday pending approval from BT. There is 1 additional ASU at WCC's shop in Livermore, CA that will be evaluated and repaired next week.

Gabriel, I suggest that you and Doug communicate weekly about your stock of ASUs and what we have in the pipeline to satisfy BARTs immediate needs.

Our commitment is to do what is necessary to keep the current units in service until we are able to provide the new dryers.

Pierre, did you receive Frank's approval for the new dryer on April 12th as you anticipated? Is there any additional documentation required? I suggest a conference call with BT and Mattei engineering next week to agree on a proposed on board test that will satisfy BART. We suggest 2 units for 30 days.

Let me know how you want to proceed.

Jay

Jay R Hedges  
President  
Mattei Compressors Inc  
410-521-7020 office  
443-986-2687 cell  
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----- Original message -----

From: Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>  
Date: 4/25/19 4:11 PM (GMT-05:00)  
To: Jay Hedges <[jhedges@matteicomp.com](mailto:jhedges@matteicomp.com)>  
Cc: Gabriel Forget <[gabriel.forget@rail.bombardier.com](mailto:gabriel.forget@rail.bombardier.com)>  
Subject: BART - ASU needed in San Francisco

Hi Jay,

We are currently under pressure to meet a commitment that was made by BART to the public to be running on each of BART's five lines as quoted in the third paragraph of the article below. One of the issue we have is that cars are out of service because of the ASU leaking. Gabriel currently has three cars out of service that requires a replacement of ASU, I heard also that there are quite a few under repair.

So I'm reaching to you to see if you can do anything within your team to accelerate the repairs or to provide additional unit to the team in San Francisco. Any vehicle we can put into service helps greatly to reach the commitment to the public and keep our customer happy.

Thanks

PA

Pierre Alexandre Beaumont, eng.  
Engineering Project Manager – BART  
Bombardier Transport - America  
[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)  
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**From:** Denis Ricard <[denis.ricard@rail.bombardier.com](mailto:denis.ricard@rail.bombardier.com)>  
**Sent:** 25 avril 2019 15:59  
**To:** Pierre Alexandre Beaumont <[pierre\\_alexandre.beaumont@rail.bombardier.com](mailto:pierre_alexandre.beaumont@rail.bombardier.com)>  
**Subject:** TR: Putting the Fleet of the Future to the test to ensure safety and reliability

**Denis Ricard**, Eng, PMP  
Project Director - BART  
Bombardier Transportation, North America  
Tel: (450) 441-3003 x6699  
Cel: (514) 575-5496

---

**De :** BART Updates <[updates@subscriptions.bart.gov](mailto:updates@subscriptions.bart.gov)>

**Envoyé :** 23 avril 2019 17:36

**À :** Denis Ricard <[denis.ricard@rail.bombardier.com](mailto:denis.ricard@rail.bombardier.com)>

**Objet :** Putting the Fleet of the Future to the test to ensure safety and reliability

**Release Date:** 04/23/2019

## **Putting Fleet of the Future cars to the test to ensure safety and reliability before they carry passengers**

*A complete door assembly has been built including actuators to simulate blockages*

When new Fleet of the Future train cars are delivered to BART property, they don't start carrying passengers right away. Instead, they first must undergo a series of tests to make

sure they perform to specifications for safety, performance and longevity.

Some 70 cars have completed their on-site acceptance testing and are carrying passengers – enough for four 10-car trains to be in regular service and the rest used to provide crucial training for operators and maintenance workers.

By the end of April, BART expects to hit a milestone with 80 new train cars, enabling one 10-car Fleet of the Future train to be running on each of BART's five lines, with the rest still undergoing testing and being used for training. Rigorous tests -- like opening and closing doors 1.5 million times -- ensure they'll be rail-ready when they carry their first passengers. [Read more on what's in store](#) as more and more new train cars are delivered, including how you'll be able to catch a new one on your line.

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